

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Krasnodar Kray)	REPORT		
SUBJECT	Port of Novorossiysk	DATE DISTR.	29 August 1955	25X1
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PLACE ACQUIRED		REFERENCES		
DATE ACQUIRED		This is UNEVALUATED Information		25X1

SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

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1. A strong northeast wind was blowing as [] ship approached Novorossiysk []. In such weather conditions, the ship was unable to sail into Novorossiysk Bay and so spent one night anchored outside. The following morning the ship anchored in the inlet northeast of Cape Doob in order to get protection from the rough sea. Upon entering the port, the Navy shore signal station inquired the name of the ship; the reply was made by signal light. This station checks all ships arriving or departing the port, including even Soviet naval vessels. As this anchorage did not provide good protection against the bad weather, the ship moved, 12 hours later, to the harbor of Ozereyka, west of Novorossiysk Bay, and reported its position to the signal station. The ship moored for two days and then proceeded to Novorossiysk in favorable weather. 25X1
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2. Military installations observed from Ozereyka included two radar antennas, a searchlight, and a gun on the hill, [] about 1470 feet above sea level, at approximately N 44-40, E 37-45. These installations were camouflaged among the trees. The radar antennas could be seen easily with field glasses, as there were no obstacles in line of sight of the radar. (See sketch No. 1.) The antenna shown in Figure No. 2 of sketch No. 1 faced the sea and was about 150 meters to the south of the one shown in Figure No. 1. A barracks and other military buildings were seen on the shore of the harbor. Three of the buildings were built of stone. Some were roofed with corrugated iron. Seven to eight hundred soldiers were in the vicinity of the buildings.
3. [] there was no change in control and searches except that they were conducted more leniently than before. 25X1
4. [] ship moored at the pier for loading cement in the northeast portion of the harbor. Much loading and unloading was done at the pier to the west of that at which the ship was moored, as the piers in the eastern portion of the harbor, other than those for loading petroleum and wheat, were ruined. On this pier to the west there were ten cranes of the types shown in sketch No. 2. [] tanker, [] was being loaded at the petroleum pier. A new cement plant with two 25X1
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STATE	X	ARMY	X	NAVY	FY	X	AIR	X	FBI	AEC				
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(Note: Washington distribution indicated by "X"; Field distribution by "#").

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chimneys is located one kilometer south of the old plant and southeast of the wharf at the east of the harbor. At that time there was no crane for handling the cement.

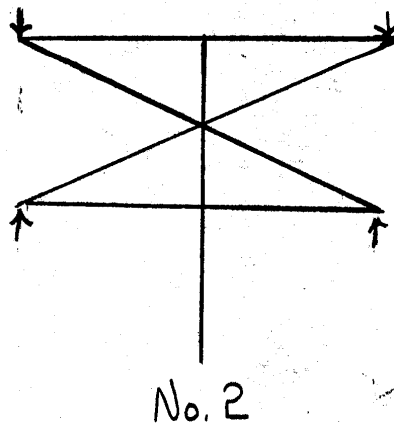
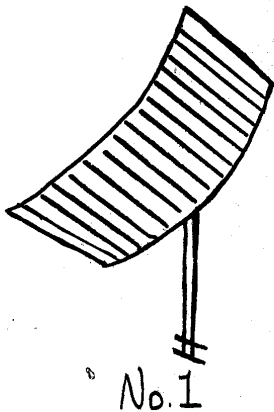
5. A corvette, painted gray [redacted] was in the harbor. It had a raised forecastle, a single raked stack aft of the bridge, and a single straight mast. There was an enclosed gun mount forward and one aft for 12.5 cm guns. There were single guns on both the port and starboard sides aft of the stack and another on the deck aft. There were no torpedo tubes and no radar. The bridge was unusual in that it was "round like a tower." It was about as high above the deck as the height of three men. There were deadlights on and under the deck behind the gun at the stern. A skylight in the deck was also noted. When [redacted] ship was leaving the harbor, two minesweepers [redacted] were entering. They were approximately 50 meters in length and were armed with a gun at the bow and stern. On the deck around the stack of each, there were six oxygen tubes. They were equipped with LL apparatus for sweeping magnetic mines. Sketch No. 3 is a silhouette drawing of one of these minesweepers.
6. An airfield was located on top of the hill behind the cement plant, at approximately N 44-45, E 37-50. The radio station on the airfield was operating and continuously emitting the signal "N I". However, the station was not visible and the ship's RDF gear on 1132 meters was out of order, but the ship may well have listened to radio transmissions on the presumed frequency of 1132 on other than the RDF gear.

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Sketch No. 1
Radar Antennas:



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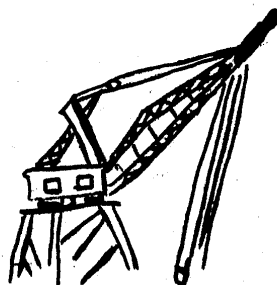
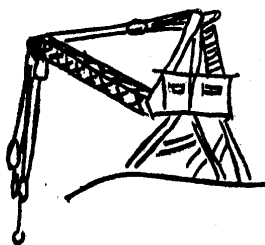
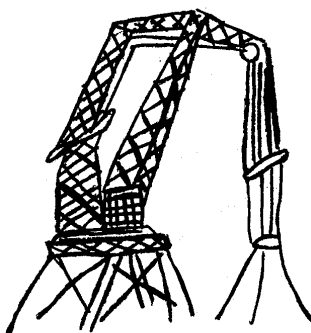
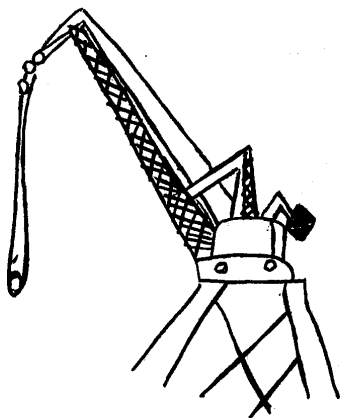
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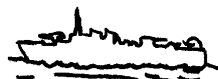
Sketch No. 2.

Sketch of Cranes at Novorossiysk:



Sketch No. 3

Minesweepers Seen Leaving Novorossiysk Harbor:



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